

HARD FIGHT COMING ON RAILROAD BILL

Radical Differences Between Measures of Senate and House.

SENATE IS RELIEVED AFTER LONG DEBATE

Final Vote Comes Only After Grist of Amendments Had Been Disposed Of.

Now that the railroad bill, after occupying the interest and time of the Senate for nearly three months, has passed that body, the struggle will come in conference to frame a measure that can command a majority vote in both houses. Vital differences in the House and Senate measures must be adjusted.

If precedents are followed, five conferees will manage the conference on the railroad bill, that is, five from each house. This number was appointed to confer over the railroad bill after the previous Congress and this number passed upon the tariff bill of the last Congress.

The probability is that three regular Republicans will be appointed in the Senate, one insurgent and one Democrat, or possibly two regulars, two Democrats, and one insurgent.

The House bill contains sections not in the Senate bill, as follows:

A provision authorizing the Interstate Commerce Commission to fix the valuation of the physical property of railroads to serve as a basis for new stock or bond issues.

A provision giving the Interstate Commerce Commission power to supervise any new capitalization plans of carriers.

A provision giving the commission sweeping authority in the application of the long and short haul prohibition.

A provision directing all the members of the Supreme Court to assign circuit judges to the new Court of Commerce.

Amendments in Senate. Similarly, the Senate bill has many sections at variance with the House measure. Important amendments were made. Among these were:

A provision placing the burden of proof upon the railroads, instead of the shippers in the proposed freight rate increases.

A provision prohibiting railroads to again increase rates after they have been lowered to drive out water competition.

A provision requiring Federal courts to give notice and a hearing before interfering with the orders of State courts.

A provision requiring the commission once in six months to analyze classifications and tariffs and show changes.

A provision allowing the commission to suspend a proposed rate increase six months additional to the 120 days allowed.

Senators Much Relieved. The Senate breathed a long sigh of relief today when it was realized that the railroad bill has been passed and will not concern that body again until it comes out of conference. As a result of this relief the Senate took a day off and completely relaxed.

Not until 10 o'clock last night was a final vote reached. All agreement to fix an hour for voting had failed. It was simply a case of considering each and every amendment offered and then when there were no amendments to be considered the final action came. More than a dozen amendments were offered and were disposed of, one after another.

Then when the last vote was reached, nearly every Senator helped to pile up a majority for the measure. Only twelve Senators voted against it, and these were mostly Democrats. Not a Republican insurgent offered any vote to the Democrats. Several of them took the floor and asserted that with the aid of the Democrats they had been able to so remodel the railroad bill that it could claim the support of the most progressive of the progressive.

Among the important changes in the bill which the insurgents credit for that of securing out the provision legalizing agreements between railroads to fix rates and classifications, repealing laws to the anti-trust law. Another provision which the progressives are responsible for is that bringing the telephone and telegraph companies engaged in the transportation of interstate messages under the supervision of the commission.

Mountain States Win. Other important and far-reaching changes in the bill include the long and short haul clause for which the intermountain States have fought for twenty-five years; a provision relieving the burden of proof from the shippers to the railroad in cases of proposed freight rate increases; a provision prohibiting Federal courts from interfering with the action of State courts by injunction without notice and a hearing; a provision allowing appeals to the United States Supreme Court from interlocutory order of the court of commerce.

As the bill now stands it will have far-reaching results upon the transportation and commerce of the nation. It extends the authority of the Interstate Commerce Commission and gives it control of practically all of the business of the carriers involving the movement of freight or passengers. The capitalization plans of carriers are not to be supervised, but on all other points of the transportation business, the Government has assumed supervision.

If the present Senate measure should stand, the commission will have the right to control freight shifting and issue orders based upon investigations which it may initiate. The commission is also authorized to establish through rates and give notice to the shipper to route his shipment. The commission, too, may suspend any proposed new rates.

Permits Prosecutions. The amended Senate measure now permits appeals to the Supreme Court from interlocutory orders by the Court of Commerce, while another amendment allows interested parties to a cause before the Court of Commerce to intervene and prosecute, or defend the order of the commission made in their behalf.

Three sections of the original bill which were said to control railway capitalization were said to legalize all fraudulent capitalization in railroad organizations at the present time have been stricken from the bill. These provisions remained in the House bill.

The carriers are now required to maintain an agency in Washington in which the Court of Commerce may issue orders and serve all papers. Also carriers are prohibited or quantity or destination of any shipment to any person or corporation not directly interested in the movement.

A committee amendment was also adopted providing that the bill should not go into effect until sixty days after its final passage. This was in a measure a victory for the railroads, as it gives them two months' more grace.

HERO OF JAPANESE WAR AND HIS WIFE



PRINCE HIROYASU-NO-MIYA, Cousin of Emperor of Japan, Who Will Visit Washington Next Week While on Tour Around the World.

COMMISSION TAKES COMPLACENT VIEW OF ROADS' THREATS

Officials of the Interstate Commerce Commission are disposed to believe that the railroad presidents are making a bluff when they talk about retrenchment in expenditures, abandonment of projected improvements and the laying off of employees because of the action of the Government in bringing the injunction against the increased rates proposed by the roads composing the Western Traffic Association.

There will be no further action by the Administration in its injunction suit against the Western railroads until after the presidents of those roads hold their conference with President Taft at the White House next Monday.

"Penny" Files Rates. The Pennsylvania Railroad today filed with the commission new communication rates over its lines from New York city to points in New Jersey. Fifty-trip tickets will hereafter cost the commuter from New York to Newark \$5; old rate, \$5. Elizabeth, \$10.25; old rate, \$9. Rahway, \$16; old rate, \$14. Edgar, \$17.50; old rate, \$15. Iselin, \$18.50; old rate, \$17.30. New Brunswick, \$21; old rate, \$19.80. Old rate, \$22.50; old rate, \$21.30. There are no increases on the rates to Philadelphia, Clinton, Perth Amboy, Princeton, Highland, or Spotswood.

It is noted that in all the communication rates which have been filed recently by the railroads in New England and New York territory the increases have been much heavier on the shorter distances than on the long ones, although the number of passengers presumably carried would be about in the proportion of ten to one in favor of the shorter distances.

The Vital Records.

Births.

Ira J. and Mary J. Lynch, boy. Frank and Laura McAdams, boy. Paul O. and Lucile R. Joray, boy.

William D. and Helen G. Kelly, girl. Edward C. and Mae M. Castell, girl. Abraham and Sadie Kamber, girl.

William P. and Clara E. Shaw, girl. Albert and Jane Heath, girl. Albas J. and Isabella Cunningham, boy.

Carl F. and Pauline Speh, boy. William P. and Katherine E. Tucker, boy.

Marriage Licenses.

Ribert E. Browning and Bessie P. Ramsey, of Warrenton, Va. Ernest Hill and Clara Maum, of Baltimore.

Deaths.

Walter E. Cissel, 30 years, 2117 Pennsylvania northwest. Lucie R. Swingle, 29 years, Georgetown University Hospital.

Daniel P. Mullen, 57 years, Providence Hospital. John Heany, 71 years, United States Soldiers Home, District of Columbia.

Olivia Webster, 85 years, 1527 Ninth street northwest. Thomas E. Roach, 72 years, Sibley Hospital.

Louisa Serrin, 43 years, Georgetown University Hospital. Merritt Lewis, 62 years, 121 D street northwest.

William K. Mendenhall, 75 years, the "Fortner". Caroline Hough, 80 years, 1737 Seventeenth street northwest.

DEATHS.

BOHRER—Mrs. ELLEN McCULLY BOHRER, at the home of her sister, Amy M. Green, on June 2, at Los Angeles, Cal.

CHASE—On Friday, June 3, 1910, at 10 a. m., at his residence, Chevy Chase, Md., WYFIELD SCOTT CHASE, in the seventy-fifth year of his age.

HAYS—Mrs. ANNA HILL HAYS, formerly of Washington, D. C., at the residence of her daughter, Mrs. William Gray Osbar, 28-A Capitol avenue, Atlanta, Ga., June 1, 1910, in the seventieth year of her age.

Mrs. Hays was a daughter of the late United States Senator Joshua Hill of Georgia.

Interment at Madison, Ga., June 2, 1910.

HOUGH—On Thursday, June 2, 1910, CAROLINE HOUGH, widow of the late Colonel Hough.

JOHNSON—On Friday, June 3, 1910, at 4:30 a. m., at her residence, 1448 Florida avenue northwest, BESSIE H., wife of Dr. Flavius T. Johnson.

LEHMAN—On Friday, June 3, 1910, at 8:20 a. m., at Tuberculosis Hospital, Mrs. NELLIE LEHMAN (nee Roseberry), in the thirty-fifth year of her age.

Funeral to take place on Monday morning, at 10 o'clock, from A. Tazavill's funeral parlors, 442 Seventh street southwest.

MILLER—On Friday, June 3, 1910, at his residence, 1223 Twelfth street northwest, RALPH C., husband of Lizzie Clark Miller.

MURPHY—Suddenly, on Thursday, June 2, 1910, at 10:30 p. m., at his residence on the Riggs road, GEORGE THOMAS MURPHY, son of the late William and Jane Thompson Murphy.

WEBSTER—On Thursday, June 2, 1910, at 5 p. m., Mrs. OLIVIA WEBSTER, at her residence, 157 Ninth street northwest.

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COUSIN OF MIKADO TO VISIT CAPITAL

Prince Fushimi, With Princess and Retinue, Expected to Arrive June 8.

Prince Hiroyasu Fushimi-no-Miya, the Mikado's own first cousin, and his princess, who will visit the Capital next week, have arrived in New York.

On June 3 this same prince, wearing the most irreproachable of European clothes, and the princess, looking far more like a Paris fashion plate than a little woman who hails from the land of kimono and oboro, will alight from the train at the Union Station for their visit to Washington. They will be followed by ladies in waiting, naval attaches, interpreters, secretaries, and servants, who at present are occupying one whole floor of the Plaza Hotel in New York.

Among those in the suite are Mrs. K. Hashiguchi and Miss W. Suzuki, ladies in waiting to the princess; Commander Junichi Kiyokawa, and I. Tanaka, private secretary to the prince.

Round of Entertainment. The couple and their retinue crossed from London, where the prince represented Japan at King Edward's funeral, on the Cunarder Lusitania, and were met in New York by Mr. Hinchirra, first secretary of the Japanese embassy in Washington.

Immediately upon their arrival here next week a round of entertaining will begin for them, among their hosts being Secretary of the Navy and Mrs. Meyer, the Baron and Baroness Uchida, and probably President Taft himself.

Prince Fushimi is of noble, but not royal birth. His father, Prince Fushimi-no-Miya, sr., was the adopted son of the father of the present Emperor of Japan. The prince Fushimi, who is at present in America, won his spurs in the recent war between Japan and Russia, fighting throughout the war on the battleship Misaka, Admiral Togo's flagship.

Becomes National Hero. The Misaka was sunk at Sasebo in September, 1905, when both her commander and Admiral Togo were ashore. Thus it was that the command fell to Prince Fushimi, who was only a first lieutenant. So bravely did he bear himself that he became a national hero.

The Misaka has been raised and restored, and when the prince returns to Japan he will run up his flag on her, with the rank of commander.

The prince and princess have been away from Japan for two years and a half, but could not return to their native country, they say, until they had seen this "wonderful America." They will pay their respects to President Taft here next Wednesday, and upon leaving Washington will visit the Naval Academy at Annapolis, going later to Niagara Falls, and sailing from San Francisco on June 21.

Plans for Flight. They were carried to the ships in the tug Standish and launches. The Massachusetts is in the harbor about 300 yards from the ship's wharf, but the Iowa and Indiana are in the offing four miles out. The embarkation was accomplished expeditiously and without unusual incident, every one looking forward to the cruise.

It is planned to give the midshipmen three days' leave while at Plymouth, with permission to visit London. For this reason, the midshipmen were allowed to carry suit cases instead of the ditty bag which is generally carried by their effects. It is hoped that the midshipmen may visit Great Britain's capital in a body.

The other foreign ports touched are, Marseilles, Gibraltar, Madeira, and the Azores.

To Do Full Duty. The midshipmen will be required to do the full duty of bluejackets on watch, at the wheel, and in the first room and engine room, down to washing their own clothes. There will also be a routine of drills, practical work, and studies.

The Naval Academy will be reached on the return about August 23. The midshipmen will then be given leave for a month, but those who receive above a certain number of days during the cruise lose a portion of it.

The Massachusetts is the first battleship to enter Annapolis harbor it being made possible by the dredging of a thirty-three-foot channel some years ago. It was accomplished by Commander C. B. Brittain, who is now command her on the cruise. Taking her out will be a still more noteworthy feat, as she will draw about two more feet of water.

CORDAGE TRUST SUIT. NEW YORK, June 4.—Jerome S. Hess was today named as referee in the proceedings for the voluntary dissolution of the Standard Cordage Company—the "Cordage trust." Application for the dissolution of the trust was made by ten of the directors of the concern.

KING ALFONSO REPORTED A SICK MAN



Spanish Ruler, on His Return From King Edward's Funeral, Was Much Fatigued, and Grave Apprehension Is Felt, as It Is Feared He Is Suffering From Tuberculosis.

RULER IS SO SICK SPAIN IS ALARMED

Returns From London Exhausted, and It Is Feared He Has Tuberculosis.

MADRID, June 4.—The condition of King Alfonso's health since the King's return from London, where he attended the funeral of the late King Edward, is causing grave apprehension throughout Spain.

Rumors are afloat that Alfonso is seriously affected with both catarrhal and pulmonary trouble and are generally accepted despite the efforts of the court physicians to allay all public alarm.

When Alfonso returned from London he was nearly exhausted. His color was waxy and his step feeble. He admitted that the funeral had wearied him, which was considered unusual in view of his youth, his athletic habits, and his familiarity with the saddle.

The King is in almost daily communication with Dr. Moore, the famous Bordeaux specialist, who makes frequent trips, incognito, to Madrid.

It is feared that another operation for the affection of the tympanum of the ear is inevitable and imminent.

The condition of Queen Victoria is also serious and court circles are no less alarmed for her than for the king. Worry over the latter is said to be responsible for the queen's illness, following the recent birth of a fourth child, who died immediately.

The anarchist plot against Alfonso and King Manuel of Portugal, discovered while both were in England, has materially added to his cares. He is pale and takes less interest in sports than normally.

The conservative element of Spain are genuinely alarmed, for the death of Alfonso might mean the end of monarchy in Spain.

DENIES INDICTMENT OF COTTON BROKERS. Assistant Federal Attorney Declares No Market Manipulators Have Been Marked for Trial.

NEW YORK, June 4.—The rumor that several of the biggest cotton manipulators have been indicted by the Federal grand jury was positively denied at the offices of the United States district attorney today.

The grand jury is still considering the evidence obtained through the statements of the big cotton brokers who have been before it, according to Assistant United States District Attorney Pitkin. The seal indictment handed down yesterday, according to Pitkin, was in connection with another case.

SOLDIERS WILL DRILL COTTON-SEED BREAD

AUSTIN, Tex., June 4.—With a view of determining whether it is suitable for army rations, experiments in cotton-seed bread are being made at the bakers' school at Fort Riley, Kansas.

Members of the Texas Cotton Seed Crushers' Association are organizing a company to manufacture flour, bread, starchy foods, and other products from cotton seed.

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CHURCH NOTICES

CHURCH OF THE COVENANT, Conn. Ave. 18th & N. St. CHARLES WOOD, Minister. STEWART C. HARRINGTON, Assistant. A special musical service in the evening, beginning at 7:30 o'clock, in which selections from Gault's "Holy City" will be given by the Unity Double Quartet: Soprano, Mrs. Fugitt and Mrs. Smart; contralto, Mrs. Hemmestad and Miss Edgar; Scott singing, tenors, Mr. Gurney and Mr. Charles Myers; basses, Mr. Humphrey and Mr. Deibers; Mr. Harvey Murray, organist. Subject of Address, "The City That Is To Be."

CHRISTIAN SCIENCE—First Church of Christ, Scientist, 15th and R. Sts. N. W. Services, Sunday, 11 a. m. by Mrs. Genia Arnold. Subject, "The Value of the Teaching of Science." The National Cathedral School for Boys. The music will be sung by the cathedral choir, led by a detachment of U. S. Marine Band. Take Tenleytown cars.

"AMERICA LEADING THE WORLD." Pythian Temple, 902 9th St. N. W. Sunday, 8 p. m. At 8 p. m. a review of brief in behalf of Sunday legislation by Congress, presented to House Committee on District, March 16, by Attorney E. Hilton Jackson. Lawyers especially invited. Public cordially invited. All seats free. Free Reading Room, 900 Colorado Building.

PEOPLE'S OPEN AIR EVENING—Mt. St. Alban, Sunday, June 5, 1910, at 4 p. m. At this service the Rev. William T. Manning, D. D., rector of Trinity Church, New York, will preach on the subject, "The Eternal Purpose of God," on Sunday, June 5, 1910, at 3 p. m. National Rifle Armory, Washington, D. C. All students are cordially invited. Unconditional. Seats free. No collection.

METROPOLITAN MEMORIAL, M. E. CHURCH, corner John Marshall place and C street—John Reid Shannon, minister. At 11 a. m. sermon by Rev. Dr. W. H. Wilder, president of National Christian Science Association. At 8 p. m. Rev. Dr. W. W. Barnes, of Evangelical Church, will occupy pulpit. Sunday school, 10 a. m. Epworth class, 9:30. Epworth Church, 6:45.

THE INTERNATIONAL BIBLE STUDENTS' ASSOCIATION announces that Hayden Samson, of the Brooklyn (N. Y.) Tabernacle, will preach on the subject, "The Eternal Purpose of God," on Sunday, June 5, 1910, at 3 p. m. National Rifle Armory, Washington, D. C. All students are cordially invited. Unconditional. Seats free. No collection.

UNITARIAN—ALL SOULS CHURCH, corner Fourteenth and L streets. Ulysses G. Pierce, D. D., minister. 9:45 a. m. Sunday school. 11 a. m. morning service; sermon by the minister. There is also kindergarten during the hour of morning service. 7:30 p. m. Young People's Religious Union. The public invited to all services.

CHRISTADELPHIAN, Washington Ecclesia, Naval Lodge Hall, 22 Pennsylvania avenue southeast. Sunday, 11:30 a. m. ap-34-35

SPECIAL NOTICES

NOTICE IS HEREBY GIVEN THAT on June 30, 1910, a petition was filed in the Supreme Court of the District of Columbia by THE HUDSON MANUFACTURING COMPANY, a corporation organized under the laws of the U. S. Congress for D. C. stating that the name desired is one that fully identifies and indicates the company's business, etc., and for the benefit of all concerned, a change of name of said company to "THE MOORE NEW POWER TRANSMISSION COMPANY" is desired, and a decree to that effect passed in said petition. THE HUDSON MANUFACTURING COMPANY, C. W. MOORE, M. C. O'BRIEN, President. Petitioners' Solicitor.

I BEG TO ANNOUNCE TO MY friends and the general public that the National Stables have moved to 424-434 8th St. N. W. JOHN J. MURPHY, Prop.

McLACHLEN BANKING CORPORATION, 1000-1010 E. St. N. W. during construction of new nine-story fireproof building Cor. 10th and G Sts. N. W. my21-28, je411

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